

L. S. J. (1923) Department.

Dis SERIES.

G.O. No. 1639 Hm.

DATED 21-7-23.

[Despatch Abstract.]

Bridge - Bellary District - Hageri-river -

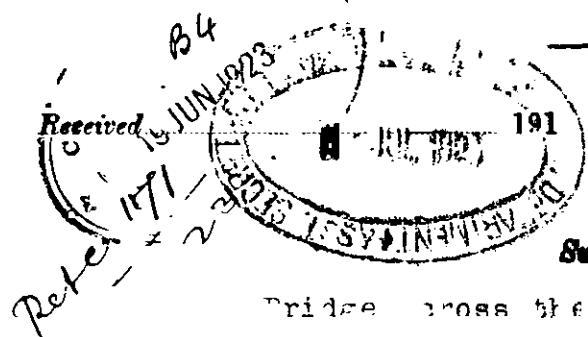
President informed that funds cannot be provided at present.

C.

G.P.-20.

Local Fund

DEPARTMENT.



Registered 15516 ✓ 101

Subject.

Bridge across the Vagari by the side of the
railway bridge.

Requesting that the work of the construction of a
 ----- might be wholly financed by provincial funds.

ENCLOSURES

No.

C.R. No. 1191

Spare copies

Station Bellary, Dated the 16th June 1923 191

From (Name) S. R. R., Rao Bahadur A. Gopalaswami
 Mudaliar Aml, B.A., B.L.,
 (Designation) President, District Board,

To The Secretary to the Government of Madras,
 Local Self Government Department.

Madras.

Sir,

thru

The Collector of

Bellary.

Government in their order G.O. 604 . Press
 dated 8th August 1920 indicated that the question of
 bridging unbridged rivers and streams on trunk roads for
 which they assumed responsibility in C.O. 547 L. dated
 6th April 1920 should be taken up as early as funds
 permit. A list of such rivers and streams was furnished
 to Government with this office Dis. O. 1102 dated
 21-2-20. It may be seen therefrom that the bridge across
 the Vagari river on the Western Trunk Road (also -
 to be a trunk road) heads the list.

X
 ...
 22/6/23
 (M)

2. Ever since I took charge of the presidentship of this District Board I have been seriously planning as to how this scheme could be achieved. Fortunately the Superintending Engineer Mr. Kharasat (now the Chief Engineer F.V.D. Madras) communicated an interesting note (copy enclosed) suggesting the possibility of a road bridge by the side of the Railway bridge. This scheme is roughly estimated at Rs. 1,75,000/- * as will be seen from the note. h v

3. The subject was eventually brought before this District Board which was of opinion that there was an imperative necessity for the construction of a bridge over the Nagari river preferring the construction as proposed by the Superintending Engineer. As regards the financing of the scheme the subject was out of question as the Board with its proverbially limited resources unable even to run the existing services, could not undertake to find funds for the scheme. A copy of its resolution No. 17 dated 5-6-23 is enclosed.

4. In the above circumstances I have the honour to request that Government will be pleased to undertake the work themselves, as the proposed construction of the bridge besides being on the Madras-Bombay trunk road, may be rightly termed a semi-national service for which Government grants are intended and restricted according to the formula accepted by the financial relations committee in para 57 of their report.

I have the honour to be,

Sir,

Your most obedient servant,

P.S.R. 16-6-23.

K. Amaras
For President.

At 11/6 17.6.23

The Chief Engineer, P.S.M. Railway gives a rough estimate for utilizing the existing girders for a road bridge with suitable roadway and fencing as somewhere between 1 and one and half lakhs. Taking the higher figure and allowing for a diversion road on the west side of the river the scheme might be safely put down at one and three fourth lakhs against Rs. one and a quarter lakhs for a causeway with its approaches.

The bridge could be used throughout the year except when closed for railway traffic for a short time every day. The causeway could be used roughly for nine or ten months in the year.

Sd/- M.R. Kharegat

20-12-1922.

Superintending Engineer, I I Circle.

(True copy)

P.S.R.16-6-23.

Kamunad
For President. 17.6.23
Ar
16/6

18

A brief note on the proposal of utilizing the M.S.M. Railway girder bridge at Hagari for road traffic.

The Bellary district with the exception of Adoni and Alur Taluks is cut off from the rest of the Presidency by the river Hagari. The only means of crossing the river in flood times is the M.S.M. railway bridge at Hagari station. The river has a wide sandy bed near Bellary, which is difficult even for ordinary country carts to cross, when the state of the river permits of crossing. Special arrangements have to be made for light vehicles or motor traffic.

The Railway bridge has 34 spans of 70' girders resting on casting iron cylinders sunk on rock at depths varying from 19 feet to 65 feet below river bed.

A road bridge across the river would be prohibitive in cost at present. A causeway of about 4000 ft., which could be used for many months in the year, would cost about a lakh. It is now suggested that with the approval of the M.S.M. railway Co., their railway bridge might be utilized as a combined road and railway bridge as is done in the Malabar District seeing that the railway traffic is light and the bridge is out of use for the greater part of the day.

The Superintending Engineer in his No.6883 dated 2-10-22 made the proposal in order to obtain the views of the Chief Engineer, M.S.M. railway, Madras in order to ascertain whether such a proposal would be considered feasible. The Chief Engineer, M.S.M. Railway has now replied that the proposal to utilize the bridge as a combined railway and road bridge is not feasible at present as the girders are not strong enough to take the combined loads.

The question of reordering this bridge with heavier sectioned girders is under consideration and the present girders could be used for the road bridge.

Proceedings of the District Board Bellary

Dated 5th June 1923.

Read: District Board's Resolution No. 45 dated 23-4-23 regarding the necessity for a road bridge across the Tattari river by the side of the existing railway bridge.

ii. Letters from the Collector of Bellary C.O. 171, 25-4-23 dated 12-5-23 and from the Superintending Engineer Madras Circle No. 742, dated 23-5-23 enquiring how the District Board proposes to finance the scheme.

Resolution No. 17

The Board requests the Government to bear the cost of constructing the bridge on account of the poverty of its finances.

(True copy)

F.S.R. 16-6-23.

Kannan
For President.
17.6.23
af/b

Proceedings of the District Board Bellary.

Dated 5th June 1923.

1. M.R.Ry., Rao Bahadur M. Gopalaswami Mudaliar Avl, B.A., B.L.,
(President), Non-Official
2. " K. Rama Rao Garu, Vice-President, District Board.

Non-Officials

3. " J.P. Cotelingam Avl, M.A., M.L.A.
4. " G. Krishnaswami Naidu Garu,
5. " D. Komari Reddi Garu, B.A.,
6. " A. Ranganatham Mudaliar Avl, B.A.B.L., M.L.C.
7. " Vetti Ramappa Garu,
8. " Kalvi Vadra Erappa Garu,
9. " Chigateri Patel Chennana Gowd Garu,
10. " D. Veera Reddi Garu,
11. " L. Narayana Reddi Garu,
12. " Mullangi Kandra Iyyappa Garu,
13. " Godihal Doddana Gowd Garu,
14. " K. Gire Gowd Garu,
15. " Bydra Ramappa Garu,
16. " R. Rami Reddi Garu,
17. " R. Mallana Gowd Garu,
18. " Perumal Thimmarayappa Garu,
19. " C.K. Lakshminarayana Rao Garu,
20. " B. Thammi Reddi Garu,
21. " Gireppa Reddigari Rami Reddi Garu,
22. " B. Srinivasa Rao Garu,
23. " G. Thirukappa Garu,
24. " S.K. Bhimasena Rao Garu,
25. " P. Siva Rao Garu, B.A.B.L., M.L.C.
26. " K. Santhappa Garu,
27. " Molacavelli Redda Sanjeeva Reddi Garu,
28. " T. Venkoba Rao Garu,
29. " G. Venkoba Rao Garu,
30. " B. Amaraappa Garu,
31. " Lambadi Rupya Naick Garu,
32. " R. Mare Gowd Garu,
33. " A. Obalachariu Garu,
34. " P. Hanumappa Naick Garu,
35. " Kotekal Chinna Karibasavana Gowd Garu,
36. " K. Brahma Sastri Garu,

I forwarded

I trust sincerely hope that Government will be able to see their way to assist Bellary in this matter. I need not say anything regarding the great inconvenience to the general public of having a road bridge across the Stappi which cuts off so large a part of the Bellary district from the Eastern Taluks, and the rest of the Presidency.

2. The inconvenience of a bridge for touring officers would be very great indeed. At any time it is a weary business, towing a car across the river. When floods come it is of course an impossibility. Alur is, though only 12 miles from a railway station, a peculiarly isolated Taluk head quarters. In times of scarcity, it suffers from scarcity lamentably often, prices seem to soar at Alur far quicker than elsewhere. For supplying Alur the railway is of little or no use. With a bridge grain could be taken in bulk direct from Bellary to the Western Taluk.

3. The proposal entails the construction of a very short length of new road to connect the bridge with the existing main road on the west & with the Stappi station. The road on the east side would be paid for by the Government. I would be glad to see the Government help to pay for it.

8 L.S.B.

Cir. 15526, from the P. D. B. Bellary
No 7191 D. B. 23

Bridge across the Hogari

The P. D. B. Bellary requests that the construction of a bridge across the Hogari may be taken up and financed entirely from Provincial funds.

² The proposed bridge is on a trunk road and the S. B. Bd is therefore eligible for a full grant for it. In regard to bridging of streams on trunk roads it has been decided that the four arterial trunk roads within a radius of 100 miles from Madras City should be taken up first and bridged completely. The proposed bridge vide memo no 23500-1 dated 4.11.22 on pages 1-4 of go no 736 Lon D 23. 3 23. The proposed bridge is outside the 100 mile radius. Even for bridges within the 100 mile radius no allotment could be provided in the C.B.E. for the current year. cf note on p

2

and 32 of for no 736 Lord
 3.3.23 - It is thus doubtful F
 whether money ^{can} be found for
 his work in the immediate future --
 In order whether the Bth may be
 informed at once that Govt. cannot A
 at present provide funds for the
 work or whether he may be
 asked to include the work
 in his application for loans and
 grants for the next year.

KB
 7.7.23
 (Recd 12.7.23)

He may be informed as
 at A

Ika
 13.7.23

Yes
 for

18.7.23
Keey

disth
487

Ref 5 June 1923
 on 10/7 as
 Supd is sent
 to be unassd
 for W. L. A. S.
18/7

A draft order is sent

KB
 19.7.23

Ika
 20.7.23

as1

W. / 459
Cn 75546, from the PDBB Berkay, no
CR. 1191 D 16.6.23

$\frac{D1}{21.7.23}$

$\frac{Ader}{Rus} \cdot 1639 \text{ of } 2 \cdot \frac{2}{23}$

The President is
informed that the Govt.
cannot at present provide
funds for constructing
a bridge across the
Hagai River.

$\frac{K3}{4.7.23}$

$\frac{Hea}{20.7.23}$

DESPATCHED

23 JUL 1923

To the PDBB Berkay

Copied
We
uly